(in terms of four-wheeler wagon)

Year	Demand (i.e. programmes filed.)	Loading per day
1983 . .	1425	999
1984 . .	1520	1151
1985 (up to Oct. '85)	1716	1338

The gap between demand and loading is on account of shortage of steam coal and higher demand of slack coal by the power houses.

(c) No, Sir. No large scale thefts of coal with the connivance of railway employees and Railway Protection Force has been reported in Gujarat, particularly in Ahmedabad.

Fazilka-Bhatinda Metre gauge line

212. SHRI F. M. KHAN: Will the Minister of TRANSPORT be pleased to refer to the reply to Unstarred Question 1013 given in the Rajya Sabha on the 5th March, 1986 and state:

(a) whether Government have laid down any norms/standards to judge the economic remunerativeness of any particular railway line;

(b) if so, what are the details thereof;

(c) what is the number of passengers carried on Fazilka-Kotkapura and Kotkapura-Bhatinda sections of the Fazilka-Bhatinda metre gauge rail line, separately and the wagon-loads of goods trains carried between Fazilka and Bhatinda during the last two years and the earnings made by the Railways on both these counts, separately; and

(d) to what extent these earnings of the Railways meet the criteria of remunerativeness of the railway lines?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) The Railways normally take only the financial viability of a project into consideration, for which the criterion laid down is the internal rate of return (IRR), which, at present, is set at 10 per cent. The project report is, however, also examined for keeping the broader national interest in view. Where considered relevant economic costs and benefits are also considered even though the same may not specifically enter the financial return.

Whenever it is seen that the construction of the project may lower the total resource cost of transport to the economy, the project is recommended, even though on strict financial criteria it may not be remunerative. Such cases are then referred to the Planning Commission for a final view.

(c) information regarding section-wise number of passengers carried and the earnings therefrom is not maintained. The number of wagons carried between Fazilka and Bhatinda during 1984-85 was 63 in one direction and 61 in the other, while in 1985-86 it was 90 wagons each way per day. Information on section-wise earnings from goods traffic is also not maintained.

(d) Remunerativeness of a gauge conversion project depends, not on the current earnings from the M.G. line but on the cost savings due to lower operating expenses that the Railways and the economy can achieve by conversion. On this criterion, the project has not been found worthwhile.

Allotment of Book Stall at Guwahati Railway Station

213 SHRI PRITHIBI MAJHI: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that during February, 1985, the Railway Board allotted a book stall direct to M/s.